

ATPAC UPDATE

AREA OF CONCERN 127-1

SUBJECT: Abbreviated Departure Clearances (Cleared as Filed).

DISCUSSION: Charts were presented that displayed RNAV procedures and anecdotal information regarding controllers not adhering to them. This non-adherence and/or inaccurate application caused pilots to utilize NAVAIDs such as MMs (ATL) that were for a different approach, caused confusion regarding application of speed and conformance to the SID in the case of radar vectors, and depending on the particular FMS, caused waypoints to be dropped when direct clearances or vectors were issued.

SUGGESTED ATPAC ACTION: Due to insufficient time for the appropriate discussions this AOC will be deferred until 126.

126 – Discussions were held with Jeff Williams and will be brought to the attention of ATO-T.

127 - AOC accepted by committee without recommendation.

128 – This AOC was inadvertently dropped from the minutes and was not discussed.



AIR TRAFFIC PROCEDURES ADVISORY COMMITTEE

AREA OF CONCERN & AGENDA ITEM Submission Form

(Check one)

☒ Area of Concern → Safety Item? ☐ Yes ☒ No

☐ Agenda Item

SUBJECT: Abbreviated Departure Clearances (Cleared as Filed)

REFERENCES: FAAO 7110.65, Section 4-3-3 d, NOTE 1;
AIM Section 5-2-4: PCG Definition “Cleared as Filed”
AIM paragraph 5-2-4, Abbreviated IFR Departure Clearance Procedures

DISCUSSION: FAAO 7110.65, 4-3-3 d, NOTE 1, contains the following statement: “**SIDs are excluded from “cleared as filed” procedures**”. This statement is confusing since it is imbedded in the Section titled “Abbreviated Departure Clearances,” and the examples given in that section include SIDs assigned in the abbreviated clearances issued. The following is the PCG definition of Cleared as Filed: “*CLEARED AS FILED - Means the aircraft is cleared to proceed in accordance with the route of flight filed in the flight plan, This clearance does not include the altitude SID Transition.*”

While the PCG definition is clear, neither it nor the NOTE referenced above explains how a SID is included in the abbreviated departure clearance when both FAAO 7110.65 and the PCG definition say they are excluded from such clearances. The AIM, paragraph 5-2-4 d, f, and g.1, does a better job of addressing the issue but it too needs a minor revision.

RECOMMENDATION: That ATPAC review this issue and approve the following recommendations:

1. That NOTE 1 in FAAO 7110.65, Section 4-3-3 d. be revised as follows:
“Cleared as filed” procedures only apply to the route of flight filed. SIDs and the initial altitude to maintain are appended to an abbreviated clearance when assigned by ATC.”
2. That the first sentence of AIM 5-2-4, 4, f. be revised as follows:
“Cleared to (destination) airport as filed” does NOT include either a SID, SID transition, or the en route altitude filed in the flight plan.”

Newman,
Association

Captain Larry
Air Line Pilots
March 27, 2007

P/C glossary

CLEARED AS FILED- Means the aircraft is cleared to proceed in accordance with the route of flight filed in the flight plan. This clearance does not include the altitude, SID, or SID Transition.

AIM 5-2-4. Abbreviated IFR Departure Clearance (Cleared. . .as Filed) Procedures

- a. ATC facilities will issue an abbreviated IFR departure clearance based on the ROUTE of flight filed in the IFR flight plan, provided the filed route can be approved with little or no revision. These abbreviated clearance procedures are based on the following conditions:
 1. The aircraft is on the ground or it has departed visual flight rules (VFR) and the pilot is requesting IFR clearance while airborne.
 2. That a pilot will not accept an abbreviated clearance if the route or destination of a flight plan filed with ATC has been changed by the pilot or the company or the operations officer before departure.

3. That it is the responsibility of the company or operations office to inform the pilot when they make a change to the filed flight plan.

4. That it is the responsibility of the pilot to inform ATC in the initial call-up (for clearance) when the filed flight plan has been either:

(a) Amended, or

(b) Canceled and replaced with a new filed flight plan.

NOTE-

The facility issuing a clearance may not have received the revised route or the revised flight plan by the time a pilot requests clearance.

b. Controllers will issue a detailed clearance when they know that the original filed flight plan has been changed or when the pilot requests a full route clearance.

c. The clearance as issued will include the destination airport filed in the flight plan.

d. ATC procedures now require the controller to state the SID name, the current number and the SID transition name after the phrase "Cleared to (destination) airport" and prior to the phrase, "then as filed," for ALL departure clearances when the SID or SID transition is to be flown. The procedures apply whether or not the SID is filed in the flight plan.

e. STARs, when filed in a flight plan, are considered a part of the filed route of flight and will not normally be stated in an initial departure clearance. If the ARTCC's jurisdictional airspace includes both the departure airport and the fix where a STAR or STAR transition begins, the STAR name, the current number and the STAR transition name MAY be stated in the initial clearance.

f. "Cleared to (destination) airport as filed" does NOT include the en route altitude filed in a flight plan. An en route altitude will be stated in the clearance or the pilot will be advised to expect an assigned or filed altitude within a given time frame or at a certain point after departure. This may be done verbally in the departure instructions or stated in the SID.

g. In both radar and nonradar environments, the controller will state "Cleared to (destination) airport as filed" or:

1. If a SID or SID transition is to be flown, specify the SID name, the current SID number, the SID transition name, the assigned altitude/flight level, and any additional instructions (departure control frequency, beacon code assignment, etc.) necessary to clear a departing aircraft via the SID or SID transition and the route filed.

EXAMPLE-

National Seven Twenty cleared to Miami Airport Intercontinental one departure, Lake Charles transition then as filed, maintain Flight Level two seven zero.

2. When there is no SID or when the pilot cannot accept a SID, the controller will specify the assigned altitude or flight level, and any additional instructions necessary to clear a departing aircraft via an appropriate departure routing and the route filed.

NOTE-

A detailed departure route description or a radar vector may be used to achieve the desired departure routing.

3. If it is necessary to make a minor revision to the filed route, the controller will specify the assigned SID or SID transition (or departure routing), the revision to the filed route, the assigned altitude or flight level and any additional instructions necessary to clear a departing aircraft.

EXAMPLE-

Jet Star One Four Two Four cleared to Atlanta Airport, South Boston two departure then

as filed except change route to read South Boston Victor 20 Greensboro, maintain one seven thousand.

4. Additionally, in a nonradar environment, the controller will specify one or more fixes, as necessary, to identify the initial route of flight.

EXAMPLE-

Cessna Three One Six Zero Foxtrot cleared to Charlotte Airport as filed via Brooke, maintain seven thousand.

h. To ensure success of the program, pilots should:

1. Avoid making changes to a filed flight plan just prior to departure.
2. State the following information in the initial call-up to the facility when no change has been made to the filed flight plan: Aircraft call sign, location, type operation (IFR) and the name of the airport (or fix) to which you expect clearance.

EXAMPLE-

"Washington clearance delivery (or ground control if appropriate) American Seventy Six at gate one, IFR Los Angeles."

3. If the flight plan has been changed, state the change and request a full route clearance.

EXAMPLE-

"Washington clearance delivery, American Seventy Six at gate one. IFR San Francisco. My flight plan route has been amended (or destination changed). Request full route clearance."

4. Request verification or clarification from ATC if ANY portion of the clearance is not clearly understood.
5. When requesting clearance for the IFR portion of a VFR/IFR flight, request such clearance prior to the fix where IFR operation is proposed to commence in sufficient time to avoid delay. Use the following phraseology:

EXAMPLE-

"Los Angeles center, Apache Six One Papa, VFR estimating

FAAO 7110.65, Paragraph 4-3-3d

d. When no changes are required in the filed route, state the phrase: "Cleared to (destination) airport, (SID and SID transition, as appropriate); then, as filed." If a SID is not assigned, follow with "As filed." Specify the assigned altitude; and, if required, add any additional instructions or information, including final requested altitude if different than assigned except if Pre-Departure Clearance (PDC) is utilized.

PHRASEOLOGY-

CLEARED TO (destination) AIRPORT;

and as appropriate,

*(SID name and number) DEPARTURE,
THEN AS FILED.*

MAINTAIN (altitude); (additional instructions or information).

If a SID is not assigned,

*CLEARED TO (destination) AIRPORT AS FILED.
MAINTAIN (altitude);*

and if required,

(additional instructions or information).

EXAMPLE-

"Cleared to Reynolds Airport; David Two RNAV Departure, Kingham Transition; then, as filed. Maintain niner thousand. Expect flight level four one zero, one zero minutes after departure."

"Cleared to Reynolds Airport as filed. Maintain niner thousand. Expect flight level four one zero, one zero minutes after departure."

NOTE-

1. SIDs are excluded from "cleared as filed" procedures.

2. If a pilot does not wish to accept an ATC clearance to fly a SID, he/she is expected to advise ATC or state "NO SID" in his/her flight plan remarks.

P/C Glossary: *CLEARED AS FILED*- Means the aircraft is cleared to proceed in accordance with the route of flight filed in the flight plan. This clearance does not include the altitude, SID, or SID Transition.

129 – Discussion regarding the intent of the original AOC

130 – Withdrawn by proponent.

CURRENT STATUS: WITHDRAWN

RECOMMENDATION: NONE

IOU: ALPA will resubmit under a renumbered AOC that details the objective with suggested language. This original AOC has changed to a differentiation with “climb via.”